

Prices and Prospects.

POT COKE \$5.25 AND ADVANCING; ALL OFFERINGS ARE QUICKLY PICKED UP

Increased Consumption at
Furnaces Stimulates
Demand.

APPLY IS QUESTION, NOT PRICE

First Half Contracts Closed at
\$5.25 But Higher Prices Are Asked;
Foundry Prices Follow the Furnace
Lead; Coal Prices Running Wild.

Special to The Weekly Courier
PITTSBURGH, Oct. 18.—Events have
been moving rapidly in the Connellsville
coke market since last report.
Furnace coke has been advancing
the average rate of 15 cents per
ton since then. The market is strong
at \$5.25 against \$4.40 one week ago.
Predictions are made that still
higher prices will be reached before
a close of the week. This can be
believed when it is considered
that the week opened strong, whereas
usually Monday is a day of good car
prices and the consumers having
satisfied themselves at the close of the
week of a good coke supply for
two or three days are taking a breath-
ing spell. Last week closed with coke
at \$5.00, \$4.80 having been done on
Friday and \$5.00 on Saturday. This
week opened with the quotation nomi-
nally at \$5.00, and some sales were
made at this figure Monday, but by
Friday evening \$5.25 had been done,
that Monday was not an off day and
usually is. Since Monday all spot
offerings have been quickly picked
up at \$5.25.

Scarcity of cars is responsible in
part for the further advance in coke
prices, but there are other factors.
A consumptive demand has increased
as with this extremely favorable
weather the furnaces are working ex-
ceptionally well and are using more
coke. The operators who have re-
served contracts are being called
in to ship more coke than formerly
under the contracts. The human ele-
ment also has had something to do
with the advance. There was a period
early when coke was scarce and
market stationary. It was noted
these reports at that time that the
necessity was keeping out of the spot
market because they felt that to in-
crease for spot coke would operate to
the market up. At the same time
coke operators were thinking of
by-product ovens. But the by-
product ovens have proved to be a
more courageous and the furnaces
broken through and are inquir-
ing for coke at whatever price may
be asked.

Two first-half contracts have been
closed for an aggregate of about 35-
tons of furnace coke a month, and
price in each case was \$5.75.
There were well authenticated cases
of \$5.25 having been paid, and there
is a rumor of \$5.50 being done in
case, so that the latest contracts
at much higher prices than have
previously ruled. The buying for next
week opened very quietly some time
ago, when the market had just started
stiffening as compared with prices
on the latest buying for second
week, and one or two sales were made
at \$5.25, so that the contract
market has advanced more than \$1.00
on the buying has progressed, and
still higher prices are now pre-
dicted in some quarters. Between
thirds and fourths of the week
it is to be bought is now under
\$5.25 at an average price for the en-
tire week of about \$5.25. The buy-
ers who have held off are indisposed
to negotiate seriously just at this time
as they see the spot market so
strong and are in hopes that the pres-
ent movement will prove to be only a
rally.

COKE FREIGHT RATES.

The freight rates on coke from the Connellsville district, which includes what is officially known as the Connellsville region (sometimes called the Basin district) and the Lower Connellsville region (often called the Kiskadee and sometimes the Masonston district) to principal points of shipment, are as follows, per net ton of 2,000 pounds.

Destination	Rate
Baltimore	1.80
Butte	1.35
Canterbury	1.40
Chicago	2.50
Cleveland	1.60
Columbus	1.65
Detroit	1.60
St. Louis	2.80
Elie	1.65
Harrisburg	1.70
Indianapolis	2.50
Louisville	2.50
Milwaukee	2.85
New York	2.85
Philadelphia	2.05
Pittsburgh	.75
Port Henry, N. Y.	2.80
Reading	1.85
Richmond, Va.	2.01
South Bethlehem	2.00
Swedeland, Pa.	2.00
Toledo, O.	1.85
Wheeling	1.20
Valley Pointe	1.20

districts suffering more than the Pitts-
burgh district. Many of the steel mills
have been receiving only 75 to 85%
of the coal due them under contract,
and absolutely needed to make steel at
\$75 a ton, and the steel mills have
been seeking coal and paying the price
asked. It is a plain truth and not a
pleasantry that in some cases when
they found a dealer had come to ship
they inquired for the car numbers
first and the price afterwards.

The pig iron market continues
strong and active. Bessemer went up
a ton last Friday and another ad-
vance is expected daily, with advances
also in basic and foundry. Some sell-
ers have already advanced quotations,
as indicated by the range given below.
A new feature in the pig iron market
is the sudden appearance of many in-
quiries for prompt shipment, the busi-
ness of late having been almost ex-
clusively for extended deliveries. The
market is now quotable as follows:

Bessemer	Basic	Foundry
\$12.00 to \$12.50	\$12.00 to \$12.50	\$12.00 to \$12.50

These prices are f. o. b. Valley fur-
naces, prices delivered Pittsburgh be-
ing higher by the 35-cent freight.

THE PRICES OF RAW MATERIALS

Furnish New Developments in Steel
Industry. One Result of the In-
creasing Scarcity of Cars.

Special to The Weekly Courier.
NEW YORK, Oct. 18.—The American
Metal Market and Daily Iron & Steel
Report will review the steel and iron
situation tomorrow as follows:

Raw materials furnish the most in-
teresting new developments of the
week. Pittsburgh district coal is up
to \$2.25 per net ton for ordinary
steam grades and to \$2.75 to \$4.00
for best grades of gas. Many of the steel
mills are buyers at these prices al-
though provided with long term con-
tracts which ordinarily supply them
fully. Connellsville furnace coke for
spot shipment has advanced to \$5.25
or three and one-half times the market
of 17 months ago. A large crop
of inquiries for prompt basic and
Bessemer iron has arisen.

These developments have a com-
mon origin—car shortage. Coal prices
are all losing time, some Ohio dis-
tricts having less than 50% supplies
in the past fortnight, while the
Pittsburgh district has had less than
75%. The Connellsville coke region,
which has fared relatively well until
recently, is now short of cars. Many
blast furnaces have had insufficient
car supplies for shipping pig iron
while labor is so scarce that it is dif-
ficult to move iron now on the ground.
On September 20th there was a net
shortage of 61,031 cars, apparently
presaging the worst car shortage yet
in the year that has been witnessed
since the memorable blockade of
1902-3.

The leading sheet and tin plate in-
terests last Thursday opened its books
for first quarter sales to jobbers and
first half sales to manufacturers at
\$5.75 for tin plate, \$3.25 for blue an-
nealed sheets, 3.40 for black sheets
and 4.50 for galvanized sheets. A
few independents have been quoting
less on blue annealed and black
sheets, while in tin plates and gal-
vanized sheets the tendency of inde-
pendents is to ask more. In all quar-
ters it is claimed the process of sell-
ing is purely one of allotting tonnages
to regular customers, others not being
quoted at all.

The trend of prices is upwards all
along the line and sellers of all com-
modities are growing still more re-
served. Steel production is probably
making a new tonnage record this
month, with favorable weather, but
there is danger of production being
restricted later by car shortage.

Coking Coal \$1.00 per Ave.
The Whyte Coke Company, owners
of the Whyte plant, have bought six
and one-half acres of Connellsville
coking coal from Elizabeth J. and
J. C. Cramer, in Unity township, West-
moreland county, for \$6,500.

Review of the Connellsville Coke Trade.

Statistical Summary.

PRODUCTION.	WEEK ENDING OCT. 14, 1916.				WEEK ENDING OCT. 7, 1915.			
	Ovens.	In.	Out.	Tons.	Ovens.	In.	Out.	Tons.
CONNELLVILLE DISTRICT.								
Connellsville	20,350	15,176	2,083	236,350	18,059	2,900	231,242	
Lower Connellsville	17,353	14,882	2,421	179,456	17,563	2,877	164,151	
Totals	38,412	30,058	4,504	405,806	35,622	5,777	395,393	
FURNACE OVENS.								
Connellsville	14,084	14,851	2,133	154,078	16,954	14,751	180,715	
Lower Connellsville	5,926	4,940	577	60,544	5,926	4,899	61,438	
Totals	22,910	19,791	2,710	214,622	22,880	19,650	242,153	
MERCHANT OVENS.								
Connellsville	8,575	3,225	550	40,372	5,575	3,208	567	42,227
Lower Connellsville	11,727	9,883	1,841	118,872	11,727	9,764	1,943	122,246
Totals	20,302	13,108	2,391	159,244	17,302	12,972	2,910	164,473
SHIPMENTS.								
To Pittsburgh	4,234 Cars.	117,111 Tons.		6,638 Cars.				
To Points West of Pittsburgh	5,639 Cars.	202,248 Tons.		5,791 Cars.				
To Points East of the Region	1,694 Cars.	55,539 Tons.		1,429 Cars.				
Totals	11,567 Cars.	405,656 Tons.		13,858 Cars.				

THE CAR SHORTAGE MOST VITAL FACTOR IN THE COAL TRADE

Affects Operation, Contracts,
Labor Supply and
Profits.

HIGH PRICES A DISADVANTAGE

To the Operators Who Have No Sur-
plus Coal and Are Prevented by Var-
ious Handicaps from Producing It.
The Efforts to Minimize Shortage.

The shortage of cars is by all odds
the most vital factor in the coal trade
today. It has become so general
throughout the country and affects ex-
tensively every mining district to such a degree
that it has lost the local character
which has often been the distinguishing
feature of previous deficiencies in
the supply of coal. With the possible ex-
ception of coke cars in the Connellsville
region the shortage has extended to
all classes of cars but is at present
most acute in the supply for coal
shipments. Merchandise cars are in
greater demand than at any time in
the previous history of the railroads,
and the percentage of their allotment
is steadily being increased.

It is as the supply affects the ship-
ments of coal and coke that the prob-
lem interests the Connellsville re-
gion. There has been little complaint
in the matter of coke car supply,
which has ranged close around 100%
and coke shipments may be said to
have suffered no curtailment from this
cause. The operations which are
making coke fuel the punch, however,
in the shortage of coal cars, but they
are better circumstanced than plants
in other mining districts which are
operating on coal alone.

Taken in conjunction with the in-
sufficient supply of labor the car short-
age is creating a condition at some
coal mining plants which is reducing
the actual working time to two or
three days a week. This is beginning
to work many disadvantages espe-
cially to those operators who are cov-
ered with contracts and wish to keep
up with their obligations. Under the
labor and car handicaps this is some-
times almost impossible to be done.
The greater hardship arises from be-
ing unable to take any considerable
advantage of the active demand and
high prices for spot shipments. Hav-
ing no surplus coal, and being unable
through lack of men to produce it,
and the lack of cars to move it if pro-
duced, spot market opportunities have
to be foregone and all effort and en-
ergies directed to keeping up contract
shipments. When it chances, as it
sometimes does, that these contracts
are without profitable margin, the situ-
ation becomes all the more exasper-
ating.

Other disadvantages are arising
which are causing plant managers
even greater concern. At those mines
where full operating time cannot be
made on account of car shortage the
men are acquiring the habit of drift-
ing away to other mines or into other
lines of work in which they can make
full time. As a result there is a
further depletion in the working
forces and it is found difficult, some-
times impossible, to make it up by
attracting new men to take the place
of the deserters. If a mine once ac-
quires the reputation of not running
steadily a certain class of men, and
usually the more industrious, avoid
making application for work in it. On
the other hand the habitually dis-
satisfied and restless workers gravitate
to such plants and presently the ef-
ficiency of the working force be-
comes reduced to a very low point.
These are some of the variations which
arise during seasons of car shortage
and are attended by the still more
serious consequences of loss of busi-
ness or reduction of profits.

Car shortages entail no less trouble,
annoyance and loss to the transpor-
tation companies than they do to
shippers. Congestion of traffic invari-
ably follows and the extraordinary
efforts to relieve it call for expendi-

tures for which there is no adequate
return. With the experiences of for-
mer years fresh in their minds rail-
road managers sometime ago began
to make preparations to minimize as
much as possible the effects of a car
shortage which has been admitted on
all sides will occur with unexampled
severity during the coming winter.
Appeals are being made to shippers
to load out cars with the utmost dis-
patch and a like request has been
made of consignees to unload without
delay. To facilitate the earliest pos-
sible loading and unloading employees
of the railroads have been detailed to
make regular visits of inspection to
all sidings and otherwise keep close
watch upon car movements.

While the roads generally are do-
ing everything that seems feasible or
practicable to keep cars continuously
in the service, their efforts are being
neutralized and even defeated by the
roads which hold foreign cars in use
on their own tracks so long that the
road to which they belong is prevent-
ed from giving prompt or needed ser-
vice to the shippers immediately up-
on its route.

At tide-water points some regula-
tions have gone into effect which
should do much to prevent a repeti-
tion of the freight blockade of last
winter, or at least reduce it in length
and magnitude. Expirations can no
longer obtain cars merely for the
week. They have to show they have
actually engaged vessel space before
the railroads will accept shipments to
the tide-water points. This has put
an end to the indiscriminate for-
warding of freight for port which
was largely the cause of last winter's
trouble at New York and other export
ports.

The new policy of the railroads in
regard to shipping coal to the export
ports has already been found to work
well in the direction of preventing
congestion although somewhat at the
expense of the shippers. It is used in
the practice to allow shippers a free
hand in forwarding tonnage to tide-
water if they want to take a
chance on paying. If a port became
too badly congested a general embar-
go was declared for a few days, but
individual embargoes against shippers
were not much heard of prior to last
winter. Now they are very common,
the aim being to prevent speculative
shipments as much as possible, the
cutting down of free time to ten days
being another step in this direction.

At the lake and inland points the
greatest trouble seems to be in ac-
quiring labor to unload cars, thus pre-
venting their quick movement back to
the mines. The ore trade is pressing
many cars into that service both for
all-rail and lake port movement.
While some of these cars are used to
carry material on the return trip, they
do not always constitute a dependable
source of supply for this purpose.

While the efforts of the railroads to
improve traffic conditions are in the
main heartily seconded by the ship-
pers, and co-operation is lent in every
way, there are those who do not ap-
prove of the policy adopted by some
roads in the direction of regulating
the coal traffic. It is admitted, how-
ever, that the measures in force will
prove more or less effective in pre-
venting congestion, but this does not
take into account the possibilities of
a blockade resulting from a winter
of heavy snow falls or frequent
storms. Then all calculations will
fall as railroad men will readily ad-
mit.

COAL EXPORTS DECREASE.

Shipments from American and British
Ports to Brazil Fall Off.
Imports of American coal at Rio de
Janeiro, Brazil, for July, 1916, amount-
ed to 39,549 metric tons of 2,204.5
pounds each, compared with 79,063
tons during the corresponding month
of 1915.

Receipts of British coal during the
same period were 5,075 tons compared
with 16,887 last year. The monthly
imports of coal for July were 44,624 tons com-
pared with 94,753 tons in July, 1915.

A fall of 118,081 tons in shipment
of anthracite coal was reported for
September, the output reaching 5,662-
157 tons. For the calendar year to
September 39 shipments increased 1-
373,476 tons over the same period of
1915.

EASTERN FURNACES DEMAND MORE COKE FROM NORTHERN END

By-Product Coke Plants,
Short on Coal, Come
in Too.

SHIPMENTS TAKE A BIG JUMP

Plants Making Every Effort to Meet
Production in Order to Provide Mar-
ket for the Present Attractive
Prices and the Growing Demand.

Eastern furnaces having requisitioned
larger shipments on contracts from
both the Upper Connellsville and
Greensburg-Connellsville districts and
some by-product coke plants hav-
ing fallen short in their coal supply,
shipments to eastern destinations took
on a considerable increase last week.
This condition gives evidences of con-
tinuing for some time, at least so
long as coal shortage operates to re-
strict coal deliveries in quantities
to meet the maximum demands of the
eastern by-product coking plants.

Both of the districts shared in the
increased Eastern shipments, the total,
compared with the previous week be-
ing 5,800 tons. The Western ship-
ments fell off very slightly.
The trade feels the impetus of the
upward price movement and effort is
being made in the operating depart-
ments of the producers to increase
production so that a larger tonnage
of spot coke will become available
with which to meet the active and con-
tinually increasing demand.

During the week ending Saturday,
October 14th, the shipments for both
districts were as follows:

District	By-Prod.	West.	Total
Upper Conn.	7,037	16,034	23,071
Greensburg	13,418	7,296	20,714
Totals	20,455	23,330	43,785

Compared with the previous week
the shipments show an increase of
5,800 tons, the bulk of which went to
Eastern destinations. To increase
East was 6,071 tons; decrease West
181 tons, leaving a net gain of 5,890
tons.

Week	Upper Conn.	Greensburg	Total
Ending Oct. 7	19,733	10,555	30,288
Oct. 14	20,455	13,325	33,780
Oct. 21	21,000	14,000	35,000
Oct. 28	22,000	15,000	37,000
Nov. 4	23,000	16,000	39,000
Nov. 11	24,000	17,000	41,000
Nov. 18	25,000	18,000	43,000
Nov. 25	26,000	19,000	45,000
Dec. 2	27,000	20,000	47,000
Dec. 9	28,000	21,000	49,000
Dec. 16	29,000	22,000	51,000
Dec. 23	30,000	23,000	53,000
Dec. 30	31,000	24,000	55,000
Jan. 6	32,000	25,000	57,000
Jan. 13	33,000	26,000	59,000
Jan. 20	34,000	27,000	61,000
Jan. 27	35,000	28,000	63,000
Feb. 3	36,000	29,000	65,000
Feb. 10	37,000	30,000	67,000
Feb. 17	38,000	31,000	69,000
Feb. 24	39,000	32,000	71,000
Mar. 2	40,000	33,000	73,000
Mar. 9	41,000	34,000	75,000
Mar. 16	42,000	35,000	77,000
Mar. 23	43,000	36,000	79,000
Mar. 30	44,000	37,000	81,000
Apr. 6	45,000	38,000	83,000
Apr. 13	46,000	39,000	85,000
Apr. 20	47,000	40,000	87,000
Apr. 27	48,000	41,000	89,000
May 4	49,000	42,000	91,000
May 11	50,000	43,000	93,000
May 18	51,000	44,000	95,000
May 25	52,000	45,000	97,000
Jun. 1	53,000	46,000	99,000
Jun. 8	54,000	47,000	101,000
Jun. 15	55,000	48,000	103,000
Jun. 22	56,000	49,000	105,000
Jun. 29	57,000	50,000	107,000
Jul. 6	58,000	51,000	109,000
Jul. 13	59,000	52,000	111,000
Jul. 20	60,000	53,000	113,000
Jul. 27	61,000	54,000	115,000
Aug. 3	62,000	55,000	117,000
Aug. 10	63,000	56,000	119,000
Aug. 17	64,000	57,000	121,000
Aug. 24	65,000	58,000	123,000
Aug. 31	66,000	59,000	125,000
Sep. 7	67,000	60,000	127,000
Sep. 14	68,000	61,000	129,000
Sep. 21	69,000	62,000	131,000
Sep. 28	70,000	63,000	133,000
Oct. 5	71,000	64,000	135,000
Oct. 12	72,000	65,000	137,000
Oct. 19	73,000	66,000	139,000
Oct. 26	74,000	67,000	141,000
Nov. 2	75,000	68,000	143,000
Nov. 9	76,000	69,000	145,000
Nov. 16	77,000	70,000	147,0

THE IMPORTANCE OF COAL AS SOURCE OF RAILWAY TRAFFIC

A Low Grade, Easily Handled, Profitable Class of Freight.

1916 TONNAGE 600,000,000

The Pennsylvania Railroad Will Lead All Others With a Movement of Over 70,000,000 Tons; New York Central Lines Second With 25,000,000 Tons.

When you come to think of it, says The Coal Trade Journal, what line of business is there which furnishes so much in the way of traffic to the railroads of the United States as coal?

Coal-laden cars do not involve any great expense at the point where first the locomotive is hitched thereto and neither does this commodity entail any material expense to the railroad company, at the end of the journey which it is destined to make; that is to say, coal is loaded and it is unloaded by the owner and all that the railroad has to do is to draw the train from its initial point to destination, and there you have it. The multiplicity of the tons handled at a fairly low rate charged by transportation companies makes this traffic a mighty interesting thing to the railroad company furnishing the motive power.

We may say that the total tonnage which must be transported during the current year 1916 will amount to 600,000,000 net tons, even if it does not overrun that figure somewhat. It is already known that the Pennsylvania railroad system, draws much of its business and prosperity from the 70 million tons of fuel which are transported over its lines in the course of a year. And this is only one of many carriers in the Keystone state. The New York Central system is also a very large carrier of coal, drawing revenue from and making distribution of something like 25 million tons in the course of a year. What would the state of West Virginia, with the enormous output which it has reached in the latter years, of 70 million tons, be without the Norfolk & Western, Chesapeake & Ohio, Virginian and the Baltimore & Ohio?

After all the coal traffic on the various lines is of vital interest to the community at large. One may go all through the great railroad systems of Ohio, Indiana, Illinois and the Southern states and it will be found that the distribution of coal on their lines is the basis of their prosperity. One man puts it that the coal development could not go on without the railroads but to our way of thinking the railroads have been vastly assisted by the fact that the coal brings there and being extracted, affords traffic and profit to the railroads.

As the tonnage of all freight on all lines, excluding tonnage received from connecting roads, amounted to 1,100,000,000 tons in 1914, and the coal production of that year was 513,000,000 tons, 83 per cent. of which was shipped by rail, it will be seen that after all the great coal industry of the United States furnishes the chief article of traffic for the railroad systems. In order to carry the merchandise, the products of the mill, furnace and the farm to the waiting millions of our country, to say nothing of those abroad, there must be something like 150 million tons of bituminous coal used as fuel to aid in the distribution of these several articles. The remainder of the bituminous product is distributed in the shape of coke for blast furnaces, ordinary domestic industrial requirements, something in the way of extra trade and traffic, and the necessary fuel to carry our products far and wide over the waters of the world.

It is an interesting fact in connection with the coal business that it is secured by the railroads at little or no expense, relatively speaking, for solicitation. Many mines are located on one line only, and those that are located on the lines of two roads have as a general thing no choice as to the route which shall be used to reach certain destinations. It has been calculated that the saving to the companies, as compared with the customary expense of merchandise freight, is about 15 or 20 cents a ton, an item which is saved to the public directly or indirectly, by reason of the natural monopoly created for the most part by

geographical conditions. It may be repeated beyond fear of contradiction, that coal furnishes by far the largest tonnage of traffic for the railroads of the United States. One hears much of the cotton industry, of the steel industry and others, but they would be as naught in their distribution were it not for the coal traffic and in actual present day volume they are far less.

BIG COAL DEAL IS CONSUMMATED

A. C. Stickle and Fred Tropl Buy Great Scott Mine Near Morgantown.

One of the largest coal deals consummated in this section recently was that just closed by which A. C. Stickle of Connellsville, and Fred Tropl of Morgantown, became the owners of the Great Scott operations at Randall, W. Va., on the west bank of the Monongahela river near Morgantown. The purchasers paid \$160,000 for the property, which has been under development for a good many years. There are 180 acres of Pittsburgh coal and 55 acres of surface.

The price is at the rate of \$900 an acre, but it includes equipment, which is worth a considerable sum. The price, however, indicates that Pittsburgh seam of coal is steadily increasing in value. The Great Scott coal is not far distant from the Greene county field.

The new owners have taken charge of the property and will begin shipping coal immediately. A connection is to be made with the Monongahela railroad. The Baltimore & Ohio is reached by means of a bucket system over the river.

COAL FAMINE

Expected at the Head of the Lakes When Winter Sets In Is Earnest.

Coal shipments from the head of the lake docks during September amounted to approximately 199,600 tons more than in the same month last year. This is about the proportion of increase that has obtained all year, and have not been as large as expected and that the coal docks started out with a serious shortage last spring. Stocks on hand here at present are considerably short of what they should be.

Coal dealers believe that this condition portends a coal shortage, if not a famine, for most of the Northwest during the coming winter.

SHORTAGE OF MEN

Greatly Hampering Operations in the Fairmont Field.

Thousands of miners are wanted in the Fairmont field at once. The past few months has seen such an increase in the soft coal trade that the mines are not able to keep up with orders. Attractive offers from other lines of employment have helped to drain the mines of men, until now there is not a mine in this section that is not running short-handed.

An operator says, "If sufficient men could be secured by the companies operating in Marion county to permit them to accept all the orders coming to them, all records for production could be broken easily this season."

WANT NAMES OF COKE MAKERS.

Chamber of Commerce in Moscow, Russia, Seeks Information Here. The Russian-American Chamber of Commerce, Moscow, Russia, has sent inquiries to America for the names and addresses of the large coke producing and coal mining companies, with a view to gaining information in connection with the subsequent development of a market in Russia for American coke and coal.

Naturally the inquiry, so far as it relates to coke production, found its way to The Weekly Courier, to which publication the industrial world looks for accurate information relating to coke.

SHIP BY WATER.

West Virginia Operators Loading Barges on Account of Car Shortage. Because of an unusual shortage of railroad cars, mine operators along the Kanawha river and Cabin creek in West Virginia, are loading coal on barges to be shipped to the Southern markets on the first rise in the Ohio river.

On Cabin creek, where many of the mines are located, it is impossible to ship 50 per cent of the normal production by rail and the operators have found it necessary to send their output to the South by the water route.

The Connellsville District

With Their Owners, Address and Ovens in Blast Corrected to Saturday, Oct. 14, 1916.

Total Ovens	No. of Ovens	Name of Works	Name of Operators	P. O. Address
MERCHANT OVENS.				
200	200	Acme	W. J. Rainey	New York
180	180	Acme	Acme Coke Co.	Uniontown
120	120	Acme	Acme Coke Co.	Uniontown
100	100	Acme	Acme Coke Co.	Uniontown
80	80	Acme	Acme Coke Co.	Uniontown
60	60	Acme	Acme Coke Co.	Uniontown
40	40	Acme	Acme Coke Co.	Uniontown
20	20	Acme	Acme Coke Co.	Uniontown
10	10	Acme	Acme Coke Co.	Uniontown
5	5	Acme	Acme Coke Co.	Uniontown
1	1	Acme	Acme Coke Co.	Uniontown
FURNACE OVENS.				
240	240	Adelaide	H. C. Frick Coke Co.	Pittsburgh
240	240	Adelaide	H. C. Frick Coke Co.	Pittsburgh
240	240	Adelaide	H. C. Frick Coke Co.	Pittsburgh
240	240	Adelaide	H. C. Frick Coke Co.	Pittsburgh
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240	240	Adelaide	H. C. Frick Coke Co.	Pittsburgh
240	240	Adelaide	H. C. Frick Coke Co.	Pittsburgh

JOSEPH SOISSON FIRE BRICK COMPANY

MANUFACTURERS OF

Silica and Fire Clay BRICK

Special Shapes for Rectangular and Bee Hive Ovens, Furnace and Glass House Material. Equipped to Take the Largest Contracts for Paving Brick. High Grade Building and Enamel Brick. Ship on all railroads.

DAILY CAPACITY 300,000

DAVIDSON MOYER VOLCANO DAYTON KINGSTON

TELEPHONE PLANTS:

ENAMEL WILLIAM GLADE PHOENIX COLUMBIA

CONNELLSVILLE, PA.

In Stock for Immediate Shipment Yough Steam Pumps

BOILER FEED					
Size	Capacity	Will Supply	Steam	Exhaust	Section Discharge Weight
5x2 1/2 x 6	26 gals.	100 H. P.	1 1/4	1 1/4	1 1/4 450
10x5 x 12	102 gals.	500 H. P.	1 1/4	1 1/4	3 2 1/2 1600
DOUBLE PLUNGE MINE					
Size	Capacity	Will Supply	Steam	Exhaust	Section Discharge Weight
10x5 x 12	102 gals.	100 H. P.	1 1/4	1 1/4	3 2 1/2 1600
10x6 x 12	147 gals.	100 H. P.	1 1/4	1 1/4	4 3 2100
PISTON MINE					
Size	Capacity	Will Supply	Steam	Exhaust	Section Discharge Weight
10x5 x 12	102 gals.	100 H. P.	1 1/4	1 1/4	3 2 1/2 1600
DEEP WELL					
Size	Steam	Exhaust	Plunger	Bucket	
6x12	3/4	1	1 7/8 to 3 in.	2 3/4 to 4 1/4 in.	
6x14	3/4	1	1 7/8 to 3 in.	2 3/4 to 4 1/4 in.	

Boyts, Porter & Co.

Connellsville, Pa., U. S. A.

M. M. COCHRAN, President. W. HARRY BROWN, Vice President. J. H. PRICE, Sec. and Treas.

WASHINGTON COAL & COKE CO.

General Office, DAWSON, FAYETTE COUNTY, PA.

6,000 Tons Daily Capacity. Individual Cars

YOUGHIOGHENY COAL

Steam Gas Coking

CONNELLSVILLE COKE

Furnace and Foundry Low Sulphur Hard Structure

Shipments via B. & O. R. R. and P. & L. E. R. R. and Connections N. P. Hyndman, Sales Agent, 511 Wood St., Pittsburgh, Pa.

C. M. WOLFF, General Agent.

Hostetter Connellsville Coke Company

HIGHEST GRADE

Connellsville Coke

Furnace and Foundry Orders Solicited.

Branch Office, Carnegie Building, Pittsburgh, Penna.

BELL TELEPHONE, 894 COURT.

New 1916 List of Connellsville Coke Plants

Corrected to May 1.

Single Copies by Mail in Tube, 25 Cents; Larger Quantities at Less Rates.

Address THE COURIER COMPANY, Connellsville, Pa.

Standard Connellsville Furnace Coke

EXCLUSIVE SELLING AGENTS FOR

3,500,000

TONS ANNUALLY

THE BEST BRANDS IN THE REGION.

Contracts Filled With Good Coke When the Market Is High as Well as When It Is Low.

Good Service Saves Demurrage and Annoyance. First Class Inspection.

LARGE TONNAGE OF

Low Phosphorus Coke

FURNACE COKE.

SMELTER, FOUNDRY, HEATING COKE AND COAL.

PRODUCERS COKE COMPANY, FIRST NATIONAL BANK BUILDING, UNIONTOWN, PA.

the national
Mexican border
With equal

Looking Backward

News of the Past Continued from the Files of The Courier.

DAY, OCTOBER 22, 1896.

of bars continues to be the most important of the coke trade. T. Rafferty and John B. La. arbitrate their difference stores their party in remains divided, by agree of the committee shall other as the rightful no

E luna works hard to m own fiction of the E cataly a success. of holding evening serv urches is changed to se

ool board members inform the schools on the 1 November.

re selling at 15 cents a doz

[illegible]

DAY, OCTOBER 23ND.
and report of the co-tractor
ending Saturday, October
total of 1,972 evenin the
which, 6,951 are in blast a
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900 tons.
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consigned as follows:
1,666 tons to the
100 points East, 57 cars,
of 144 cars over theprevi

[illegible][illegible][illegible]

John William McCormick, policeman, Noah Anderson, carpenter leave on a hunting trip.

William H. High defeats United football by the decisive score.

Edna Trumble marries John, a popular Baltimore & Ohio.

Meeting of the Concellonian society of the high school, officers as follows: President, Edmund, Vice president, Malcolm, Secretary, J. H. Davidson, and Treasurer, Schuyler, Charles, Attorney, attorney, Revocoe Ben, Rev. Belle McCormick.

Hay and Ben Mary Beatty, E. B. Burgess, purchased a house.

D. Randolph, a Concellonian appointed master of the P. O. of the Methodist Church.

TWO HOUSES ARE APLENTY FOR MR. HUGHES, HE SAYS

Republican Candidate Takes Fling at Wilson's Mysterious Aide.

"INVISIBLE GOVERNMENT" TALK

Some at Albany When He Was Governor, He Says; Refers to Col. E. M. House of Texas. (Official Spokesman of the Wilson Administration.)

OMAHA, Neb., Oct. 17.—When Charles E. Hughes arrived in this city tonight he found that the Democratic agents, spokesmen for the President, had done everything possible to create an atmosphere of hostility. Vice President Marshall had charged that he planned to drag the United States into war. Senator Gilbert H. Hitchcock had sneered at "Mr. Hughes' Wall Street affiliations" and Mr. Hitchcock's newspaper, the World-Herald, had referred to the Hughes campaign train as the "Wall Street special."

Nebraskans had been told that Woodrow Wilson regarded Mr. Hughes as the "representative of invisible government."

Well, the result of this was about the heartiest welcome for Mr. Hughes in Omaha that he has received anywhere in the Middle West. Fifty thousand people thronged the streets and cheered him on his way to Hotel Fontenelle and cheered him again when he went to the Auditorium to speak. More than 8,000 so packed in the Auditorium that nobody could move a step until the speech was over, applauded him till the rafters rang.

Mr. Hughes took quick cognizance of the sneers and misrepresentations designed to injure him among the Nebraskans. While he was about it, he explained his opinion of Mr. Wilson's brand of "invisible government," which consists in the employment of Colonel Edward M. House in matters of state.

Mr. Hughes said on this point: "I confess that I am not only surprised but amused at the character of some of these pleas. For example, it is now said, in substance, that if I am elected to the position of executive responsibility for which I have been nominated, it will result in 'invisible government.' What a preposterous suggestion! I came into public life long before this administration was thought of as the opponent of 'invisible government.' The fact that I was an opponent of 'invisible government' was my title to public confidence and it was because I was an opponent of invisible government, that, not according to my liking—indeed against my desire—I was nominated for the presidency of the United States. I know that we are in constant danger of subversion of the principles of government and I desire to say there was no 'invisible government' in the state of New York when I had the honor to hold the executive place in New York. There will be no 'invisible government' in the United States if I have the honor to hold the position of President."

"I believe in government through the recognized officers of government, according to the intent of the Constitution and the statutes. I think it might be said that the present administration has been a large measure an administration of unofficial spokesmen of mysterious influences and I can say, in entire good humor, that I desire government through two houses, and not through three."

The audience caught the allusion to Colonel E. M. House instantly and shouted with laughter. Mr. Hughes, carried away by his fighting ardor, attacked the administration's record of surrenders, characterizing the whole record as shameful.

"The motto of this administration," he said, "is a problem avoided is a problem solved."

Excoriating the President's course in Mexican affairs and toward Mexican-American business enterprises he condensed his own purposes into a pungent paragraph:

"It must be known that in this hemisphere and throughout the world, American lives, property and commerce will be safeguarded."

BILLREIMER-ESPEY.

Quiet Wedding is Solemnized at Mount Pleasant House.

Miss Ina Grace Billreimer, daughter of Mr. and Mrs. Cyrus Billreimer of South Huntingdon township, and Samuel Espey, son of Mr. and Mrs. Hugh Espey of East Huntingdon township, were married Saturday morning at 7:30 o'clock at the parsonage of the Mount Pleasant Mission of the United Evangelical Church at Scottdale. Rev. P. L. Berker, the pastor, officiated.

Following the ceremony Mr. and Mrs. Espey came to Connelville and from there left for a wedding trip to Washington, D. C., Norfolk, Va., Baltimore and Philadelphia.

GLAD TO SEE JAKE

Mountain Friend Just Won't Let Dull Get Out of Sight.

Jake Dull, who takes tickets on the Indian Creek Valley railroad during the week and drives a machine for recreation when off duty, visited his friends in town Tuesday.

One of them was so insistent on keeping him company that he couldn't be lost.

Lemme a hammer, and I'll shake him," Jake called to a carpenter friend. When last seen Jake was being led into a hardware store by the insistent acquaintance. He waved a hand to sympathetic friends as he disappeared within the portals of the establishment.

Advertise in The Weekly Courier.

REFORMED SYNOD COMES TO AN END

Session Next Year Will Open on Monday, to Avoid Holding Delegates Over Following Sunday.

MEYERSDALE, Oct. 17.—A long established custom was changed when the Reformed Synod decided to begin its sessions next year on Monday, thus eliminating the necessity of continuing the meeting over Sunday. The Synod will meet at Greenville, Pa., in close proximity to St. Paul's Orphan's Home, a benevolent institution controlled and largely supported by the churches of the Pittsburgh Synod. Rev. C. E. Wagner, pastor of Trinity Reformed Church, Connelville, presided at the session on Saturday evening. Able addresses were delivered on Home Missions by Rev. J. M. Mullen of Baltimore and on Sunday Schools by Rev. R. W. Miller, D. D., of Philadelphia. On Sunday morning during the communion services the officers of the Synod presided. The sermon was preached by Rev. D. B. Lady, D. D., of the Yonkers mission. Rev. W. C. Sykes of Greensburg presided on Sunday evening and Rev. C. H. Ranck of Baltimore delivered an address on "The Province of Colleges and Seminaries in the Christian Church." All of Meyersdale's pupils were filled Sunday morning and evening by ministers of the Synod.

Saturday's sessions covered a vast amount of business and a recess was taken in the afternoon at which time preparatory services to the Holy Communion were held.

The committee on state of church reported as follows:

Ministers: 112; communicants, 25,593; unconfirmed, 10,550; infant baptisms during year past, 1,330; adult baptisms, 256; confirmed, 1,330; Sunday schools, 159; officers and teachers, 2,389; scholars, 26,201; members young people's societies, 2,300; students for ministry, 12; contributions for benevolence, \$60,356; contributions for congregational purposes, \$197,122.

The Synod adopted the following appointments:

Home missions, \$18,665; foreign missions, \$18,655; general synod's fund, \$35; Pittsburgh Synod's contribution, \$1,115; benevolence, \$1,250; Eastern Theological Seminary, \$1,250; loan and interest fund, \$350; total, \$41,611. Classes: appointments—Westmoreland, \$12,399; Clarion, \$6,205; St. Paul's, \$5,378; Somerset, \$7,564; A. Leghney, \$7,934; Hungarian, \$531.

WATER COMPANY GETS NEW BOSS

A. E. Halstead of Racine, Wis., Succeeds A. V. Bennett, Temporary.

A. E. Halstead of Racine, Wisconsin, has arrived here to become superintendent of the Connelville Water Company, succeeding A. V. Bennett, who has been temporarily in charge since the resignation of R. V. Little, early in August.

Mr. Halstead was connected with the Racine Water Company, a subsidiary of the American Waterworks & Electric Company which controls the Connelville Water Company. He comes here with 20 years' experience in the waterworks line. He was in charge of the Sioux Falls, Ia., waterworks before being transferred to Racine. Mr. Halstead accompanied Mr. Bennett to Connelville to work with Superintendent Bennett for some time before assuming active management of the plant.

Superintendent Bennett will return to Little Rock, Arkansas, where he was in charge prior to coming north. His transfer to Connelville was temporary, he having desired a change of climate and the local superintendency being vacant.

In his brief stay in Connelville, Mr. Bennett won for himself the esteem of all whose business brought them in contact with him. His courtesy in dealing with everyone has been remembered by many.

"My stay in Connelville has been altogether pleasant," said Mr. Bennett today. "Although my coming here was only a temporary arrangement from the start, I have been benefited in health and have been pleased with the people of the city. They have been kind to me and I have found some good friends among them."

SEEKS A DIVORCE

Uniontown Pastor Alleges Cruel Treatment at Hands of Wife.

The unhappy ending of a college romance was indicated in the suit for divorce filed Monday by Rev. Alexander Bennett, pastor of the Hungarian Lutheran Church at Uniontown, who seeks to be freed from the bonds that tie him to Mrs. Theresa Radacsy. They were married in Cleveland, O., in 1902 when Rev. Radacsy was attending Oberlin College. Cruel and barbarous treatment and indignities to the person are alleged by the minister.

AFTER BAD BOYS.

Use of Slingshots Will be Discouraged by the Police.

A number of complaints concerning boys who use slingshots having been received by the police, City Detective J. W. Mitchell intends to make a crusade against the youngsters who indulge in this practice.

South Side and South Connelville boys are the chief offenders. It is said that they have broken windows, smashed electric street lamps, and annoyed automobilists.

Licensed to Wed.

Philip L. Dolan and Gladys P. McLaughlin, Joseph Bell and Claire DeVan, all of Dunbar; Margaret Gaffney of Trotter, and Peter Raymond of Point Marion; John Ignatz and Mary Macher, both of Leisensberg, were granted marriage license in Uniontown yesterday.

One Scarlet Fever Case.

A case of scarlet fever has been reported to the health department.

BIG TOURING CAR CROWDS FORD INTO DITCH; 4 INJURED

Two Dawson Girls Among Those Endangered Near West Overton.

PROSECUTION IS ENTERED

License Number of Big Machine Seized and Constable Sent After the Owner; Negligent Driving and Failure to Observe Law Are Alleged.

Four persons, among them two well known Dawson girls, had a narrow escape from death or severe injury on Sunday night when a Ford touring car in which they were riding was struck and literally shoved off the road by a larger car near West Overton.

Misses Evelyn Joseph and Esther Wilgus of Dawson, and Charles Carmichael and Mr. Stickelbach of West Overton, were thrown out when the smaller car overturned in a ditch alongside of the road. Their escape is considered miraculous. E. W. Carmichael of West Overton, father of Charles Carmichael, who was driving the car, came to Connelville today to consult with the local authorities.

Young Carmichael took the license number as the larger car drove away and it has been learned that it was taken to be the Sigo. Carmichael took this to the Sigo skunk of Connelville. An information will be filed by the car owner and an Sigo to arrest him.

According to Charles he was driving along the side of West Overton at day evening, bound to take their girl companion though he turned to permit the larger car to pass, the other driver of the road ran into the rear wheel of the Ford and shoved it completely over the side of the road. The occupants did not stop to aver that anyone was hurt. Carmichael says he was unable to prove the machine was the circumstantial evidence that the car was damaged; \$100. The Da on the trolley

SEEKS \$15,000 DAMAGES

in Sues West Penn. Railroad Result of Injuries.

Yarox and his father, against the West Penn. company at Greensburg. Fred Yarox states that his car was walking over the bridge between Scottdale and Uniontown on May 14, 1916, when the truck by a street car. The bridge is narrow and was running too fast for Yarox had his leg broken and suffered cuts about the head. Since the time of the accident has not recovered his confidence and his leg is one inch shorter than the other leg.

On the claims of \$15,000 and for him money expended for medical and other expense and the father asks the sum of \$25,000.

AVE NARROW ESCAPE

Struck by Passenger Train at Pennsville Crossing.

Persons had a narrow escape at the Edward farm crossing at the Pennsylvania railroad, Pennsville Tuesday when a buggy, tearing heel and causing the horse to rear, was struck by a passenger train. Miss Ruth Miller, daughter of Mrs. W. E. Miller and Elmer were in the carriage. Miss was on her way to Bellevue where she teaches.

Although the occupants of the buggy failed to see a train was coming, they were able to jump out of the carriage and escape. When the horses got on the bridge, the train came. The buggy was struck and the carriage overturned. The horse was killed and the carriage was crushed. The passengers were not injured.

COYS ARE ROTHERSOME

Have Been Kept Busy Running Them Up.

Police are kept busy these days running up cows. Monday a number of the peaceful animals wandered by Chestnut Hill cemetery, and morning they traveled down as the Connelville Steam Laundry on Baldwin avenue. Chief and Patrolman Rulli shoved back into their pasture.

BOY HIT BY AUTO

Don Shaffer Steps in Front of Big Car; Not Badly Hurt.

Don Shaffer, small son of Harry M. Shaffer of Cedar avenue, was injured Monday afternoon when he stepped in front of a big touring car driven by a Tarentum man, who had been visiting friends here. The accident occurred on South Pittsburgh street in front of the Maccabee building.

The boy ran out of the way of a truck, and directly in front of the emergency brake but before the car was brought to a stop, the boy had been struck and was lying between the front wheels.

Young Shaffer was taken to hospital, and was there taken to his home. He suffered a dislocated elbow and a bruised head.

Subscribe for The Weekly Courier.

FICKLE GROOM MUST PAY \$400

Left Bride Waiting at Church; She Weds Again, But Gets Heart Balm in Time.

UNIONTOWN, Oct. 17.—Four hundred dollars balm was awarded by a jury before Judge J. Q. Van Swearingen today to Josephine Szmonia, of Morgan station, in her breach of promise case against Sigmond Rozorowsky of Everson. Although the plaintiff has since married another man, the jury found that she was entitled to receive \$400 for the humiliation and suffering caused by having been left waiting at the church on June 10, 1914.

Mary Wantz of Uniontown, the divorced wife of Hugo Wantz, who now resides here in Uniontown, O., was awarded a verdict in the action of her husband to recover \$600 from her on a judgment note. Mrs. Wantz declared that the note which was introduced in evidence was a forgery.

Amzi Hardy, Robert Gray and Orville Wilson, confessed gunmen and highwaymen of Dunbar, appeared for sentence this forenoon before Judge Reppert, before whom they pleaded guilty at the September term of criminal court. Reginald Palmer of the Dunbar Furnace Company, was in court and agreed to give employment to Gray and to report to the court regarding his conduct. Hardy and Wilson were sentenced to the county jail for 30 days. Mr. Palmer was placed in charge of Gray and B. F. Greaves of the Dunbar Supply Company, one of the stores the boys confessed robbing, was placed in charge of Hardy and Wilson.

Judge Reppert told them to go to work, in keeping away from saloons, pool rooms and bowling alleys. They promised to do this.

Although continued yesterday in Common Pleas Court on account of improper remarks made to the jury by a Pittsburgh attorney, the slander suit for \$25,000 damages of Mrs. Elizabeth Chikara against Mrs. Virginia Van Swearingen, the plaintiff claims that Mrs. Gabor made public statements regarding her virtue.

Charles E. Hughes today accused the administration of the Underwood tariff which he declared to be inadequate for the agricultural interests of the nation. He spoke before a crowd of farmers many of whom had come from miles around to hear him in the Corn Palace here.

HUGHES ATTACKS UNDERWOOD BILL

Says Democrats Neither Provide Economy of Administration, or Revenue for Sack Purpose.

HUGHES today accused the administration of the Underwood tariff which he declared to be inadequate for the agricultural interests of the nation. He spoke before a crowd of farmers many of whom had come from miles around to hear him in the Corn Palace here.

"Our opponents reaffirm in their platform the principle of tariff for revenue only and endorse the Underwood act," Mr. Hughes said. The platform read the Democratic platform plank in this connection, quoting the phrase applying to the tariff as "providing satisfactory revenue for economic administration."

"Now let us look at the figures of imports and of revenue," he continued. "In the fiscal year ending June 30, 1913, under the Payne-Aldrich tariff our imports were \$1,800,000,000 and our tariff revenue was \$129,000,000. In the fiscal year ending June 30, 1916 under the Underwood tariff our imports had increased to \$2,197,000,000, but our tariff revenues had fallen to \$122,000,000. Think of that! A vast increase in imports and a vast decrease in revenue. Our opponents furnish revenue economy of administration nor the revenue for an economical administration."

CHICAGO, Oct. 17.—Charles E. Hughes will be in Chicago at four tomorrow on route from South Dakota to Michigan. He will arrive in Chicago at 11:30 A. M. and will leave for Niles, Mich., at 12:30 P. M. He is due in Niles at 3 P. M. He is scheduled to speak at Kalamazoo, Mich., at 4 P. M.

GIRL IS KIDNAPED

Taken by Autoists, She is Drugged, Rained, Then Returned Home.

GREENSBURG, Oct. 18.—Mary McCullough, 15 years old, a sophomore in the New Alexandria High School, was kidnapped by two unidentified men, driving an automobile, drugged and kidnapped, and some hours later returned to a point near where they picked her up. The girl is still under the effects of the drug and is unable to give a comprehensive account of the affair.

Miss McCullough, who is a daughter of S. T. McCullough, a farmer near New Alexandria, was returning home from a neighbor's about 6 o'clock last night when an automobile containing two men halted beside her. She was bundled into the machine and carried off.

The girl recovered consciousness at a point near where she was picked up. State constables are working on the case.

BOY HIT BY AUTO

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The boy ran out of the way of a truck, and directly in front of the emergency brake but before the car was brought to a stop, the boy had been struck and was lying between the front wheels.

Young Shaffer was taken to hospital, and was there taken to his home. He suffered a dislocated elbow and a bruised head.

Subscribe for The Weekly Courier.

COLONEL COULTER DESCRIBES GUARD LIFE ON THE BORDER

Commander of "Fighting Tenth" Lauds Men of His Command.

URGES UNIVERSAL TRAINING

Declares That Every Man Should be Prepared to Play His Part in Event of War; Men Who Served on Border Better Prepared to Face Life.

PITTSBURGH, Oct. 18.—Colonel Richard Coulter of Greensburg, commander of the "Fighting Tenth" Infantry, National Guard of Pennsylvania, which returned from the Mexican border last Wednesday, described in detail the soldier's life on the border in a talk yesterday at the Chamber of Commerce luncheon in the Fort Pitt Hotel.

More than 200 business men and a number of women from the Pittsburgh Chamber of Commerce were present. Preparedness speaker Colonel Coulter's address, which was probably the most comprehensive and enlightening military talk ever heard in Pittsburgh.

In addition to describing the soldier's life on the border, the commander of the Tenth carefully analyzed the present mobilization of the National Guard in Texas. He told what it meant to the citizen soldier and he made many important suggestions as to how the business men of the country can help the militia.

Among other things the speaker advocated some military training for all the men of the country. He stated that the theory that militiamen must be handled differently by their officers than regular army soldiers and advocated the same kind of discipline for both. He suggested some changes in the system obtaining a Pennsylvania for handling the guard and ended some of the difficulties experienced at Mount Gretna when the militia was called out last June.

The colonel praised his officers and men. He had particular stress upon the valuable services rendered by Lieutenant Colonel Walter Kruger, who was a regular army lieutenant when appointed second in command to Colonel Coulter. Lieutenant Kruger has been promoted to captain in the regular army and is stationed here in charge of the Pittsburgh Military Training Association.

Describing what the army surmises are doing to prevent disease among the soldiers on the border, Colonel Coulter evoked considerable applause when he said: "That regiment who saw march through Pittsburgh last Wednesday was absolutely clean."

"I will never forget the appearance of the recruits when they came to us at Mount Gretna," Colonel Coulter said. "We had no uniforms for them and they were compelled to soldier in the garments they had on when they enlisted. Many of them wore the oldest clothes they had so that they could throw them away upon receiving their uniforms. I remember one chap who had served with us in the Philippines. I saw him dressed in a short-sleeved undershirt, trousers and a belt, and a derby hat with a rife on his shoulders. They were that way for a week before we could equip them."

"We arrived at Mount Gretna June 24. On July 2 we were transferred to the United States service, packed our baggage and left at 10 o'clock that night for El Paso. When we arrived at El Paso we had by one morning 100 men. We put in 100 men and were soon well supplied with the exception of the very large and the very small ones. We had good rifles the same as used by the regular army. Quite different than in '03 when the volunteers carried different makes of rifles for which they frequently could not get ammunition. Our other equipment, canteens for instance, was half old pattern and half new."

"It ought not to be hard to devise some system to properly equip soldiers when they are called. Supplies should be kept on hand to equip an army of at least 100,000 men. One part of our equipment which came from the border was horses and mules. True, they were unshod and unbroken, but we received them shortly after we arrived. We had 100 unbroken mules, but by the end of July we had our 22 wagons all working smoothly, and all our officers and men were our non-commissioned officers were mounted."

"Another difficulty we experienced was accountability for our equipment. We had an account for \$20,000 worth of rifles, \$50,000 worth of clothing, \$25,000 worth of ordnance, \$50,000 worth of horses and mules and thousands of dollars in other equipment. The system of accounting in Pennsylvania may have been very good for the National Guard, but at Mount Gretna we had to take up the regular army system, which was entirely new to us. In the future, the National Guard must adopt the same system used by the regular army. It is a very good system but it should have a little more flexibility for times of emergency."

Colonel Coulter then described the difficulties experienced in securing uniforms and blankets in which to make repairs and requisitions, all of which had to be secured from the government printing office at Washington. Continuing, he said:

"No one seemed to have the authority to order it done. In time of emergency don't stop for bids. What's the difference if it does cost a few dollars more? Accounts ought not to be referred back to Washington to be passed upon by a few civilian clerks who have been hanging on there for years."

The colonel told of the soldiers' rations, which he said averaged in allowance to each man per day 28 cents and a fraction over. The captain, with 100 men in his company is allowed a

little more than \$28 credit a day at the commissary department and the captain has to see to it that his men are well fed on this allowance. "A company commander would make a good hotel manager," the colonel said. "You would be surprised to see how well the men lived. They see to it themselves. If another company has something special to eat they ask their company commander why they can't have it also. They are always nosing around to see who gets the best meal."

There have been wonderful advances in medical work in the army, the colonel declared. He explained that the army surgeon's work differs from that of another surgeon in that the army man's duty is to prevent disease. The work on the border was most effective. There wasn't a single case of typhoid fever, the disease most prevalent in the country, the speaker declared.

"I could recommend my captains to manage hotels, run clothing stores or shoe stores—they had to measure the foot of every man—expert accountants; in fact, I believe they could fill a job in almost any line with credit. As for the men, they were willing and full of energy. There was no sickness, and they came back stronger, healthier than when they left. I would take my chances with those 1,400 men who have had a little more than three months' training on the border for their success in the future. I don't think any other 1,400 men you see in any other way."

SOLDIERS QUALIFY TO CAST BALLOTS

Those Just Back From Border May be Registered on Application to the County Commissioners.

Connelville men have petitioned the county commissioners to be registered and permitted to vote at the November election, setting forth that they were unavoidably prevented from registering in person on the three specified registration days. At least four of the petitioners were members of Company D and the 108th Corps during the service on the border and were thus prevented from registering.

Twenty-three Uniontown persons have filed similar petitions with the commissioners. Among them are a number of guardsmen.

The commissioners will pass upon the petitions and register any whose petitions are properly prepared and whose excuses for not registering in person are considered legitimate. The law provides that electors may be registered by the commissioners any time before next election, providing the proper petitions are filed. This will permit guardsmen who were on the border until after the last day for registration had passed to vote for President in November. Many more will avail themselves of this opportunity in the next two weeks.

Those from Connelville who have presented petitions are: C. H. McCord, H. H. Meyer, Carl E. Snare, Edgar J. Horner, members of the Tenth Regiment Hospital Corps; R. B. Shaw, G. H. Strong, W. C. Jones, Henry P. Snyder, William E. Phillips and F. C. Conway.

VICTIM KNOWN HERE

Man Murdered at Cumberland Run (out of Dickerson Run).

A coroner's jury probing the death of Harry W. Matthews rendered a verdict that he was murdered by John Matthews in a Cumberland Run saloon Monday night. Matthews was a Western Maryland dagman running between Dickerson Run and Cumberland and was very well known around the former section.

According to the evidence at the inquest, Matthews was playing the piano in a saloon when Whaunstreet, a man marked "X" on the back, entered the saloon and the two men were engaged in a quarrel. An argument ensued and while the two men were standing in front of the bar, Whaunstreet, it is alleged, drew a knife and slashed Matthews in the neck, inflicting a wound so severe that he died in a hospital six hours later. He leaves a wife and four children.

LOTS OF GAME

Hunters Say It is Plentiful, But Leaves are Too Thick.

J. E. Sigs returned home yesterday from a hunting trip to Obiopolis. Noah Anderson and Frank Bradford, who accompanied him on the trip, went to Obiopolis to try their luck before returning.

Other hunters who returned home yesterday were John Calhoun and Percy Swank, who during their two days' stay at Foxburg bagged a nice lot of game, and Blaine Weimer. The hunters claim there is plenty of game but the thickness of the fall leaves prevents them from capturing pheasants and squirrels in any large numbers.

\$12,000 INSURANCE ALLOWED

Adjuster Settles Up Claims in Big Indiana Creek Fire.

Insurance claims amounting to \$12,000 resulting from the big fire at Indiana Creek last week were adjusted last night by R. C. McGovern of Lutsburg, general insurance adjuster. A majority of the insurance was carried by the J. D. Porter agency.

The adjustments covered the store building and dwelling owned by the All East Francis avenue of apples, McFarland Lumber Company, the residence of the P. W. Suckel estate and three houses owned by Mrs. Catherine Suckel.

DAIRYMEN FINE

Pays \$5 for Letting His Cows Run at Large.

William E. Coughenour, dairy proprietor, paid a fine of \$5 this morning to Chief Rottler for allowing his cows to run at large. On two occasions it was necessary for the police to round up the cows and drive them back into their pasture field.

Mr. Coughenour promised this morning that he would see that the animals did not get loose any more.

FOREIGNER TELLS POLICE TWO MEN TOOK HIS \$1,500

Reports Theft of Big Roll, but He Still Has Few Dollars Left.

STOPPED HERE ON WAY EAST

Had Quarreled With Wife, Drew Big Sum From Bank and Started for New Jersey; Fellow Foreigners in Uniform Accused, But Are Not Found.

That he was robbed of \$1,500 in a barroom Monday night by two men in uniform who spoke Slavish to him, is the charge Gabor Orosz of Whitest made to the police. The man was drunk and he still had \$950 in his pockets. This led the officers to believe that his story was true, in some of its essentials at least.

Orosz said that he had trouble with his wife and on that account drew all of his money from the Perryopolis National Bank, intending to leave this section. He said he had \$2,500 deposited there. A ticket to a point in New Jersey, found in his pocket, bears out this feature of his story.

Orosz got out in Connelville and proceeded to imbibe freely. While in a Main street barroom, he says, two fellow-countrymen in uniform drank with him and after discovering what a roll of money he had, they proceeded to rob him of a majority of it.

After notifying the police that he had been robbed, Orosz consented to place the \$950 he had left of his roll in the bank and officials of the foreign department of the First National Bank were secured to accept the deposit.

The police, assisted by Baltimore & Ohio officers and Constable Charles Wilson, made an investigation, but were unable to locate the alleged robbers.

Orosz has a wife and four children at Whitest, according to his story. The money he had with him when he came to Connelville represented his savings for many years.

Orosz went back to Whitest this morning, abandoning his proposed trip to New Jersey. He was still shedding tears over the loss of his money.

MRS. LYTLE IS 91

Aged Woman Goes to Pittsburgh for 50th Birthday Dinner.

Mrs. Margaret Lytle, widow of J. M. Lytle and one of the oldest and best known residents of Connelville, is 91 years old and in honor of the occasion a dinner, which is an annual event, was held yesterday at home of Mrs. D. P. Reighard in Pittsburgh, a daughter of Mrs. Lytle. Covers were laid for only members of the family. Milton Lytle of Wells, Kan., a son of the honor guest, being among the out-of-town guests.

Mrs. Lytle enjoys good health considering her advanced years. She was accompanied to Pittsburgh this morning by her granddaughter, Miss Marguerite Lytle.

KILLS HER FATHER

Girl Alleges That Her Parent Had Attacked Her.

CLARKSBURG, W. Va., Oct. 18.—Lena Bonadigo, a 13-year-old school girl, is being held here charged with the murder of her father, Frank Bonadigo, who was found at his home on Kelley Hill, a suburb, with his head crushed in. A bloody butcher was found near the bed on which the man had been sleeping when attacked. The little girl told the police that her father had twice attacked her several times, with criminal intent.

Agreement Verdict.

An agreement verdict was taken in the case of P. R. James and S. M. James, defendants in an election suit filed by Frank Pollman, awarding the premises, 115 acres of land in Springfield township to the plaintiff and six and one-fourth cents damages.

Their Prices Advance.

MINNEAPOLIS, Oct. 18.—Prices for best grades of flour rose 20 cents a barrel here today as the result of continued rise of wheat prices. Fancy patents were quoted at \$9.10, first and second grades were unchanged.

Plem Sends an Apple.

COMPANY D AND THE HOSPITAL CORPS GREETED BY THOUSANDS ON HOMECOMING FROM BORDER

Big Supper is Served in the Armory and Informal Reception Held.

PARADE OVER TOWN IMPRESSIVE

Two Bands, Firemen and Veterans of Former Years Escort the Guardsmen Who for Four Months Have Been in Uncle Sam's Service.

The soldier boys are home!

At 10:20 Wednesday night a Pittsburgh & Lake Erie train steamed into the West Side station and in a twinkling the members of Company D and the hospital corps were literally in the arms of the thousands of friends and relatives who had waited in the cold for over two hours to welcome the returning guardsmen. If they ever had any doubts as to the esteem in which they were held at home it was dispelled after the homecoming celebration.

Flashed and healthy, they piled off the rear coaches of the special train and went trooping down the stairs to be greeted with hearty handshakes, kisses and other demonstrations of affection. It was "Hello, Harry," "How are you, Arch," or "Hi, there Deutz," all the way down to the street and hundreds of hands were thrust forward for a hearty shake.

The soldiers immediately marched to the armory where they will be stationed until mustered out. This may not be for 10 days, it was said last night. The program for this period had not been mapped out, though it was expected the boys would be required to report at the armory each day until the surgeons complete the mustering out physical examination and the men are discharged from the federal service.

Connellsville's troops left Pittsburgh about 7:40 after one of the biggest days the members had ever had. The trip to Connellsville was prolonged because the special went to Monongahela City where Company A disembarked. The boys say the people of Monongahela City and the surrounding community gave the soldiers a tremendous ovation. The trip to Connellsville was completed over the Whitest cut-off.

Two bands were at the Western Maryland station for over an hour before the train pulled in. Donizetti's Italian band was there early and later James V. Buttermore and a band composed of many former Tenth Regiment members, arrived on the scene. In this band were a number of musicians from Scudville, some from Dunbar and others from various points in this section, most of whom had served enlistments in the band when it was stationed in Connellsville. Mr. Buttermore was leader of the Tenth band for a number of years. It was a mighty good band.

The train was first reported due at 8 o'clock; the next word was that it would arrive at 9 o'clock; still later it was announced positively that the troops would be here at 9:50. The train came rolling in at 10:20. It was rather cold at the station, but despite this fact the crowd remained on the streets. People were lined up from the station clear to Brinestone Corner.

The first impression of the returning soldiers was their healthy, they looked. All were tanned, many had taken on weight; others had merely acquired mustaches, but every one was a picture of the health that comes from outdoor life. Most of the soldiers wore heavy brown woolen sweaters over their khaki coats. Many of them had pets of various kinds. Sergeant Homer Moser of the Hospital Corps had a little white dog peeping out from under his coat. Sergeant Carl Snair had a little brown pup. Later it was discovered that Bill Marney had brought with him a Mexican Tomcat, the biggest ever seen here.

After the first greetings were over the company was escorted to the armory by Captain E. S. Morton, First Lieutenant John L. Robinson and Second Lieutenant Montgomery Dilworth, three of the youngest commissioned officers in the regiment, and marched to the armory where an oyster supper prepared by women relatives and friends had been prepared. All efforts to keep the general public out of the armory proved unavailing and the police and firemen at the door finally gave it up as a bad job. Entrance was even secured by putting ladders against the side windows and climbing in that way.

Quite a number of the guardsmen partook of the fine dinner prepared by the ladies, but many of them had had so much to eat in Pittsburgh that they could not stir up an appetite. A few left the armory for their homes as soon as they put away their equipment. Others stayed but a short while. Still more, however, remained until the early morning hours dancing with their many girl friends. Kiefer's orchestra started playing for dancing about 11:30 and continued for several hours.

"That certainly is a fine looking company," was the remark of a Spanish-American veteran as he viewed the guardsmen marching up to the armory. "Connellsville is justly proud of it."

The guardsmen to a man told their friends they would not have missed the experience, though they admitted they had just about enough. Physically everyone showed improvement. Some could hardly be recognized, so disguised were they with tan and mustaches.

The high school contingent, Dewey Miller, Fred Daniels, Walter Rogers, William Marney and James Darr, all had taken on weight. Darr was the

first of the soldiers to appear. He and Clifton Crowley of the Hospital Corps were detailed to accompany the baggage car home. They arrived in the city an hour before the special train, having made the trip over the Baltimore & Ohio railroad. "Jimmy" could not resist the call to go up street and greet his friends.

Mr. and Mrs. H. L. Robinson were down from Uniontown early to greet their four sons: First Lieutenant John L. Robinson; Sergeant Harold L. Robinson; Corporal Charles Robinson; and Private William Robinson. It was an occasion of great joy in all but one instance. The mother of Private Herman Reber collapsed when she was told her son was not with the company. He and Private Edward Crossland had been transferred to the division bakery and will not be back until the rest of the Pennsylvania troops return. Mrs. Reber took it very hard, as she expected to see her boy come marching in with the rest of the command.

Phil Swartzwelder of the hospital corps could hardly be recognized, with a new mustache, a broadened out face and a coat of tan. Big Arch McCormick was one of the first to alight. He reported having made the most of every minute since he went away. Arch was especially pleased with the reception he and his comrades guardmen received in Pittsburgh. Charles McCormick and Percy Sheetz looked much the same, though if anything a little stouter.

Captain "Bob" Morton looked natural, and was still the same "good scout," unspooled by his elevation to the captaincy since he left. Montgomery Dilworth, now second lieutenant, was little changed. Major R. S. McKee, commander of the hospital corps, was even bigger than when he left home, which is saying a great deal. He had wired his folks that he would be home for supper, but he was a little late.

Almost without exception members of both Company D and the Hospital Corps expressed delight over getting home. "We had a fine trip and the experience was worth all it cost, we know," said one guardsman, "but there's no place like home." He seemed to sum up the general verdict.

Major General Clement's efforts to have the boys held on the border has not made him very popular, it was said. The Tenth boys also got a lot of amusement out of the "perfect score" the general gave the Philadelphia regiments on the long practice hike.

"They said none of the Philadelphia boys dropped out of line," one of them said, "but we were picking them up and administering first aid to them all along the line."

The boys were delighted with the accommodations coming home. Every fellow had a berth and there were two porters to every car. They say all the incoming guardsmen are getting Pullman accommodations. "Even the North Carolinians told us when they got in that they had heard of the hard traveling the Pennsylvania boys had to the border," one man said. "It is worth nothing that the 'Fighting Tenth' made no serious kick against traveling in day coaches, and most of the hard luck rums came from the city companies."

The train schedules on the home-bound trip were very poor. The boys were anticipating two fast runs, the first from Kansas City to Chicago, and the last from Chicago to Pittsburgh. Both of these runs were the slowest of the journey, they say.

The women at the armory were really more fagged than the soldiers. They had worked constantly since early in the afternoon to prepare the dinner for the boys, and it was a good one. There was an abundance of everything. Two cakes attracted especial attention. They were in three layers each, with red, white and blue trimmings, and mounted with American flags. A. B. Morton, H. O. Keagy and several other men were on hand throughout the afternoon and evening to assist the women. J. C. Horwick, former captain of Company D, was also at the armory for several hours while after the boys arrived. Captains Harry Dunn, A. R. Kild, and other former members of the company presented themselves to congratulate Captain Morton and his boys for their fine showing.

SOMERSET CELEBRATES

SOMERSET, Oct. 12.—The Somerset Board of Trade banqueted Company D Tenth Regiment, on its return from the Mexican border last evening. The festivities were held in the assembly hall of the court house. John C. Brydon, president of the board, was toastmaster. An address of welcome was made by Rev. Edgar P. Hoffmeier, pastor of St. Paul's Reformed Church, who had been acting secretary of the board in the absence of Captain W. Curtis Truax, the regular secretary. A response on behalf of the company was delivered by Captain Truax.

Immediately after the company's arrival a parade was formed at the Baltimore & Ohio station. Red fire was burned in liberal quantities. Civil and Spanish-American war veterans, Sons of Veterans, and the fire department participated. Freeman J. Hoffman was chief marshal of the parade. The streets along the line of march were decorated with dazling arches and lights in colors. Illuminated "Welcome Home" banners spanned the streets. Flags and hunting of the national colors profusely adorned all buildings along the streets paraded.

A half hour before the train bearing the company reached Somerset fire whistles, bells, etc., were sounded. Music was furnished by bands from Berlin, Friedensburg and Somerset. Numerous automobile parties went to Pittsburgh to greet the company when it arrived there yesterday afternoon.

FALSE LABELS ON DEMOCRATIC ACTS EXPOSED BY KNOX

Former Secretary of State Exposes Shams of Administration.

CAN'T FOOL PUBLIC, HE SAYS

Cites Eight Hour Law, Which Isn't What Democrats Profess It to be as Example of "Misbranding" Opposes Campaign in Westmoreland County.

GREENSBURG, Oct. 13.—Former Secretary of State Philander C. Knox and other candidates on the Republican ticket this evening opened the Republican campaign in Westmoreland county with a rousing meeting in the armory. Secretary of the Commonwealth Cyrus E. Woods presided and introduced the speakers. Mr. Knox made the principal address and was given most cordial greeting. His speech was devoted to showing up the shams and inconsistencies of the Democracy. He pointed out many broken platform pledges, but directed his attention in the main to exposing the so-called eight-hour law recently passed by Congress.

"This is not an eight-hour law," he said, "it is a case of misbranding. If a man put a false label on a can of beans he could be fined and sent to jail for it. But there is no law to prevent politicians misbranding their wares. However, thank God, there is no law to prevent the people from breaking open the package and examining the contents for themselves."

This Mr. Knox proceeded to do and he showed how, by an amendment of three words, this act could have been made to include all the men employed upon railroads engaged in the interstate commerce. Instead of the few who are members of the brotherhoods, speeches were made by James McKee, Laughaugh and M. M. Garland, candidates for Congressmen-at-large, and Charles A. Seyder, candidate for Auditor General.

Mr. Knox in his address said: "With political parties as individuals. It pays to be honest. Very seldom has the electorate been sufficiently deceived to influence an election and whenever this has occurred the public has not hesitated to right the wrong and wreak its vengeance upon the guilty parties when the deception was disclosed."

"The Democratic party in this campaign is offering spurious wares to the public in an effort to re-elect President Wilson. It is practicing deception which should be exposed to the world. It is misbranding its wares with all the effrontery of the dishonest merchant who sells you oleomargarine for butter, or sand for sugar."

"It is building for the votes of the working men with a so-called eight-hour law which is no eight-hour law at all, but merely a sham, and jeopardizes the freedom and vital interests of labor generally."

"It seeks to enlist the sympathies of the philanthropic people of the land with a child labor law which is farcical and ineffective, and contains the stone of the strong, child protective features of the Pennsylvania child labor law."

"It asks approval of a ruinous Democratic tariff law by claiming to it the temporary prosperity that has come as the direct result of the European War and which has concealed for the time the real disaster which has ahead of us upon the cessation of hostilities in Europe."

"It endeavors to hide a record of profligate extravagance in Congressional appropriations and a depleted treasury behind a pretense of national preparedness."

"Under the pretense of providing better government, it has violated its pledge of economy in administration and has created more than 30,000 additional salaried offices, for 'deserving Democrats.'"

"President Wilson has publicly claimed for the Democratic party the credit for giving the country the Federal reserve law, when as a matter of fact this law was modeled after the Aldrich currency law, the passage of which was prevented by the Democrats in Congress."

"The President also has claimed that the new Federal reserve law prevented a panic in 1914, when as a matter of fact his own son-in-law, Secretary of the Treasury McAdoo, has stated officially that the panic was prevented by the Republican Aldrich-Vreeland emergency currency law and not by the Federal reserve law."

"This list of false claims could be extended indefinitely. We hear them uttered from every stump from Shadow Lawn to the Golden Gate, and we read them in every publication that has espoused the cause of the 'President of Humanity.'"

"Behind these masks of virtue and honest effort in the public interest, the Democratic Administration comes to you asking for your approval and four years more in office."

"This is no time for polite mummery of words. The people should be brought to a full realization of the shams they are asked to endorse, so they may go to the polls with their eyes open and may accept full responsibility for the course they pursue."

WEDS NEW YORK GILL, Joseph Cunningham and Miss Mary Joyner married at Newburg, N. Y. Joseph Cunningham, son of the late Michael Cunningham of the South Side, was united in marriage at Newburg, N. Y., Saturday morning with Miss Dwyer, a resident of that town. Waterproofed for service was stored Tent cloth for the Entente Allies being afternoon for medical treatment.

Advertise in The Weekly Courier.

SAY LEONARD WAS TO BLAME

Railroad Contends That Champion Man Lost Life Through His Own Negligence.

UNIONTOWN, Oct. 12.—Testimony was concluded this forenoon in the trial of the \$25,000 damage suit of Mrs. Victoria Leonard, of Champion, against the Baltimore & Ohio Railroad Company, which has occupied the week in common pleas court No. 2 before Judge E. H. Repper. The case will go to the jury this afternoon.

The defense of the railroad company to the death of James Leonard, who was killed by a westbound passenger train in the Baltimore & Ohio yards in Connellsville on last November 20, was that Mr. Leonard came to his death by his own negligence. Witnesses for the railroad company testified that a stop was made near the Young bridge in Connellsville after the eastbound train on which Mr. Leonard was riding, had left the station at Connellsville. The passenger, it was testified, refused to surrender his ticket to the conductor, and was taken from the train at the bridge, being led by members of the train crew to the sidewalk in Water street. After the train started, it was testified, he ran out to the train and caught the handles at the sides of the door of the closed vestibule. He was ejected from this position by members of the crew, and as he turned on the westbound track and started to walk back toward the station, he was struck by a train entering Connellsville from the east.

Defense in the trial of the four insurance cases in which Antonio Vigliotti of South Brownsville is the plaintiff and the Liverpool, London & Globe Insurance Company, Limited, Insurance Company of North America, New Hampshire Fire Insurance Company and the German-American Fire Insurance Company are the defendants, was begun in common pleas court No. 1 today before Judge J. Q. Van Swearingen. Each of the suits is for \$1,000. Claim was made by the plaintiff that following a fire on October 8, 1914, which burned his store and home in Grant avenue, South Brownsville, the agents were appointed to settle the amount of the claim against the insurance companies. The plaintiff claimed that his agent signed the arbitration agreement under a misapprehension.

JURY AWARDS WOMAN \$6,494

Mrs. Victoria Leonard Gets Damages for Death of Husband Ejected From a Train.

UNIONTOWN, Oct. 12.—Mrs. Victoria Leonard of Champion, was awarded \$6,494 damages for the death of her husband, James Leonard, on last November 20 against the Baltimore & Ohio Railroad Company in a verdict returned before Judge E. H. Repper this forenoon. The jury returned about 5 o'clock last evening and it was not until after 11 o'clock that a verdict was agreed upon. It was sealed and returned when court opened today.

Leonard, a farmer living at Champion, boarded a westbound train at Connellsville to go to Indian Creek, where he expected to take a train for Jones Mills, the nearest railroad point. He was ejected from the train in the Connellsville yards, according to the plaintiff's testimony, on a westbound track and struck by a passenger train which was going into Connellsville. A ticket for Indian Creek was found in the pocket of the dead man's clothes by the undertaker.

Before Judge J. Q. Van Swearingen was returned a verdict of \$2,500 in favor of Antonio Vigliotti of South Brownsville, in his four cases against four insurance companies. The jury gave the court the right to apportion the distribution of the liability among the four defendant companies.

SEVENTH CAVALRY WILL MEET HERE

Connellsville Selected as Place for the Next Reunion of Famous Regiment.

The famous Seventh Pennsylvania Cavalry, which served with distinction through the Civil War, is to hold its reunion in Connellsville next year. At the reunion which came to a close at Mount Carmel, Wednesday, Clark Collins was elected president, and J. H. Barnhart, vice president. The two veterans have just returned from the gathering.

Connellsville members of this regiment who are still living include Collins, Barnhart, Irving Giles, Benjamin Swank and Lindsey Newcomer, Company K in which were most of the Connellsville men, lost three captains during the war, the only company to lose a commander. The first captain killed was James G. Taylor.

Only one captain of the regiment is still living, Percy White of Lock Haven, now 81 years old.

RECEPTION FOR PASTOR

Rev. H. A. Baum Welcomed Back By Dawson Folks.

Rev. and Mrs. H. A. Baum were tendered a well appointed reception Friday evening in the Cochran Memorial Methodist Church at Dawson in honor of the return of Rev. Baum, who is entering upon his sixth year as pastor of the church. The reception was planned by the ladies of the church and was attended by members and friends of the congregation.

Addresses were made by Rev. W. B. Farnell, pastor of the Presbyterian Church of Dawson, and Rev. Ralph Bell, formerly pastor of the Methodist Episcopal Church at Vanderbilt, and now pastor of the Methodist Episcopal Church of Southfield. Special music was rendered by the church choir. The church was handsomely decorated with chrysanthemums, cosmos and other fall flowers. Following the program refreshments were served in the dining room of the church.

WILL ERECT BIG BILLBOARDS TO ADVERTISE CITY

They are to be Placed Along the Railroads Entering Town.

ASSOCIATION AFTER INDUSTRIES

Aggressive Campaign Planned by the Business & Professional Men's Association; New Members, and More Activity by Old Ones is Aim.

Billboards will be used by the Business & Professional Men's Association to advertise Connellsville as a location for industrial plants. At a meeting Thursday it was decided to build large signs on the outskirts of the city along the lines of the four railroads. The matter was placed in the hands of a committee composed of W. O. Adman, chairman, T. S. Barner, H. L. Silkox and W. P. Schenck with instructions to place the boards as soon as possible.

Discussion of Connellsville's future ensued and it was decided to wage an aggressive campaign for other new industries that those secured in the last few months. A permanent industrial committee to investigate any concerns looking for sites was formed. It consists of F. T. Evans, chairman, F. E. Morkell, F. W. Wright, W. J. McGinnis, Robert Norris, C. A. Crowley, John Ounggan, W. R. Kenney, David Wertheimer and T. J. Hooper.

The association declared in favor of the movement to secure passenger service between Connellsville and Brownsville over the Whitest cut-off and all members present signed a petition asking the Pittsburgh & Lake Erie to put in such trains.

Grade crossings were discussed, but the association felt that it was council's place to go after the Pennsylvania railroad to secure safety gates.

A committee was named to take charge of the proposed industrial exposition to be held next February. The contents of W. P. Schenck, chairman; D. E. Treher, W. O. Adman, C. A. Crowley and J. G. Tiplinan. A meeting will be held next week to select a date and work out other details. A number of booths have already been taken.

A standing membership committee to secure new members and create interest in the association's activities among the old ones was appointed. H. L. Silkox is chairman and T. S. Barner, D. E. Treher, Alfred Koback and J. M. Senbowser are the other members. This committee met after the regular meeting to plan a big meeting of the association in November.

An advertising committee was named as follows: W. O. Adman, chairman; J. G. Tiplinan, Edward Baer, C. A. Crowley and C. I. Cotton.

In answer to a request from the Bureau of Naturalization of the United States Department of Labor to co-operate with them in the matter of influencing foreigners in this district to attend the public night schools, the association voted to render any aid possible in this matter. The bureau will distribute a student's text book to all such foreigners which deals with English, civil government, history and citizenship duties.

OLD PLAYERS LIVING

Chen Haven Man Recall Contests of 36 Years Ago.

UNIONTOWN, Oct. 14.—George W. Baker, 51 years old, of Chen Haven, a former star player, was the oldest baseball fan in the courthouse who watched the results of the world series. Mr. Baker was the catcher on the Chen Haven team which played 20 years ago, and he said today that all of the members of the old team are living except one. They played their last game on the professional circuit day 36 years ago, defeating Point Marion. For four years the team played, Mr. Baker said, and lost only one game. Point Marion captured that one game from Chen Haven with "their own ball," a lively one. The Chen Haven players used a dead ball.

The members of the old Chen Haven team with the exception of John Kemery, the second baseman, who died, can be gotten together in four hours are: George Blaney, first baseman, Frank Blaney, third baseman; Jerry Burchinal, right fielder; H. B. Hazer, middle fielder; O. J. Emory, left fielder; George Emery, shortstop; A. F. Lyons, pitcher; and George Baker, catcher.

AFTER NEW TRAIN

Other Towns Show Interest in Direct to Brownsville Service.

The movement for through train service over the Pittsburgh & Lake Erie railroad from Connellsville to Brownsville is gaining favor. The petitions here are being circulated and other towns along the route are enthusiastic about the proposition. In Monaca, for instance, the Board of Trade is taking up the matter, and in Brownsville and Bellefonte many have signed petitions asking for the new service over the Whitest cut-off. Another petition will be sent within a short time to Perryopolis.

The petitions will be presented to Colonel J. M. Schoonmaker of the Pittsburgh & Lake Erie very shortly, as the November schedule will be made up toward the end of this month. To get the desired service, the requests must be received before the schedule meeting.

Firemen Seek Subscriptions. The firemen are all soliciting subscriptions for the Halloween celebration to be held here on Wednesday evening of October 27. Until the soliciting is completed, further plans for the affair will not be made. Subscribe for The Weekly Courier.

INDIAN CREEK IS SWEEPED BY FLAMES; FOUR DWELLINGS AND A STORE TOTALLY DESTROYED

FIGURES COINCIDE

Those for October 13 Are Identical in 1915 and 1916.

By an odd coincidence the temperature figures for Friday, October 13, 1916, are identical with those of Wednesday, October 13, 1915. Comparison of temperature figures shows that the records vary widely from year to year. While the same maximum, minimum and mean records may occur on one or more days of the same year, to find that they are identical for the same date on succeeding years is unusual.

The readings for the 13th this year and last are: Maximum 70, minimum 48, and mean 59.

FIREMEN MAKE A FINE RECORD

H. & O. Company and Local Department Save Several Homes at Indian Creek.

The big fire at Indian Creek was brought to an end Friday afternoon about 2:30 o'clock by the efforts of the Connellsville fire department and the Baltimore & Ohio firemen. Four houses and a store were totally destroyed, but the fire fighters from here arrived in time to save the rest of the town.

The occupants of the houses destroyed were Walter Smith, Edward Worrick, Fred Dahers and Bruce Miller, Henry W. Miller, the postmaster, who lived above the Suckel store, was also burned out. Five box cars and a tool shed were destroyed.

Chief Thomas J. Bretman's force of railroad firemen were the first on the scene. Previous to their arrival at about 12:30, no efforts had been made to save the Worrick house, where the fire started. Residents of Indian Creek concentrated on removing the furniture from the burning house and from the nearby dwellings.

The railroad firemen made a record trip of 13 minutes to the village, and but for lack of sufficient water pressure, they could have saved the store. They carried 500 feet of hose. Air pressure from one locomotive was used to throw a stream, and when this was found to be insufficient, a second locomotive was brought to the scene. It was then that the firemen got to work, saving the other houses and the Baltimore & Ohio and Indian Creek Valley railroad stations.

The West Side department arrived shortly after the railroad firemen, and rendered efficient aid by the use of their chemicals.

The cause of the fire, it is now practically certain, was a defective fuse in the Worrick lotus. The Worrick family was seated at dinner, and knew nothing of the fire until someone passing the house noticed the blaze and notified them.

Only one injury was caused by the fire. Henry W. Miller suffered a badly gashed head when a piece of furniture was tossed from one of the houses and struck him.

TENTH BAND HOME

Musicians Make a Fine Record While On Border Duty.

The Tenth Regiment Band, now located at Greensburg, but in which there are several local musicians, came home along with Company I of Greensburg Wednesday night, after making all sorts of records for itself on the border. It will be stationed at regimental headquarters until the mustering out of troops takes place.

The Tenth band established itself as the best regimental band on the border, just as the Tenth Regiment achieved the distinction of having the largest number of men on its roster of all the regiments called for border duty. It had 1,234 men and 55 officers.

Charles E. Thomas and James Decker of Connellsville, are members of the Tenth band.

The Tenth was made up of the following companies: A, Monongahela City; B, New Brighton; C, Somerset; D, Connellsville; E, Mount Pleasant; F, Indiana; G, Hollidaysburg; H, Washington; I, Greensburg; K, Waynesburg; L, Blakelyville, and M, Latrobe.

FIND CHECKS WAITING

Many Returning Soldiers Cash Back Salaries That Were Paid.

A number of the Connellsville soldiers who returned from the border found substantial checks waiting for them at the offices of the companies they worked for prior to their departure for the border. One Baltimore & Ohio trainman found a check for \$253 waiting for him. It represented four months' pay and some money that was due him when he went away.

The Baltimore & Ohio paid the regular wages of all its employees who were in the guard, to members of their families or other dependents each month. Some of the boys, however, failed to name anyone to whom their wages were to be paid and after four months' absence they found substantial checks ready for them.

The H. O. Creek Coke Company and other plants also made arrangements to pay soldier boys in their employ before they were called to the border.

Get Marriage License. A marriage license was issued in Cumberland to John Charles Blacklin of Cumberland formerly of Connellsville, and Miss Mary E. Sudzik of Connellsville. Mr. Blacklin is a Baltimore & Ohio railroad fireman.

Transferred to Baltimore. W. E. Flinn, clerk in the office of T. E. Miller, master mechanic for the Baltimore & Ohio railroad, has been transferred to a clerical position in the company's offices in Baltimore.

Connellsville Fire Department Checks the Fire With Chemicals.

DEFECTIVE FLUE IS BLAMED

Fire is Said to Have Started in the Home of Edward Worrick. Which Spreads Rapidly; Household Goods For Most Part Saved; No Insurance.

Fire originating in a frame dwelling next to A. Suckel & Company's store at Indian Creek shortly before noon Friday totally destroyed the house, the store and three other residences. There was no insurance on the properties. The Connellsville fire department and the Baltimore & Ohio firemen responded to a call for assistance about 1 o'clock, the city firemen taking truck No. 2, which was shipped by special train.

All the buildings except one were the property of the McFarland Lumber Company. Mrs. A. C. Suckel owned one. They were occupied by Bruce Miller, F. W. Dahers, Edward Worrick and Walter Smith.

The fire originated in the residence of Edward Worrick about 11 o'clock and spread rapidly to the Suckel store and the three other residences. The home of F. W. Habel was saved by the use of chemicals.

The frame structures were easy prey to the flames and, there being no fire fighting apparatus, they burned quickly. One by one the structures were consumed and the fury of the flames was so great that five Baltimore & Ohio box cars standing on a siding some distance away from the burning buildings also caught fire and were destroyed. The occupants were able to save many of their belongings.

At 1:30 o'clock, the fire swept area was a mass of smoking ruins and five families were homeless. H. W. Miller, clerk in the store, resided in part of the building. He lost much of his household goods. Milton F. Suckel, the store manager, resides in Connellsville.

Details of the fire were hard to get because the only telephone connection between Indian Creek and the outside world was severed by the flames. A defective fuse in the Worrick home is believed to have started the blaze. It had gotten a good start before it was discovered. There was no means of fighting the flames so the occupants had to direct their efforts toward preventing its spread and saving their household goods. No one was hurt.

When a call came for the Connellsville firemen, the Baltimore & Ohio officials made up a special train consisting of an engine and flat car. The small truck was loaded below city hall and a quick run was made to the scene of the conflagration. The firemen were in time to assist in saving F. W. Habel's home and prevent the flames from completely wiping out the little village.

Indian Creek has been particularly unfortunate in recent years, a number of disastrous fires having occurred. A number of persons were burned to death about two years ago when several dwellings burned down.

A. C. Suckel received word about 1 o'clock that the Suckel store and three dwellings of the McFarland Company and one owned by his mother, Mrs. Catherine Suckel, had been destroyed. He was unable to fix the amount of loss but said so far as he knew there was no insurance on the properties.

The postoffice, which was in Suckel's store, was also burned, but all the mail matter was taken out before the flames reached it.

GETS FIRST HONORS

Fayette Once More Leads State Sunday School Forces.

YORK, Pa., Oct. 13.—Fayette county received first honors for having the most points for organized Bible classes when reports were made to the Pennsylvania Sabbath School association here yesterday. Mercer and Butler were next in order. Westmoreland county was one of the 13 awarded ribbons or 110 per cent credit for cradle roll departments.

H. J. Heinz of Pittsburgh was elected president for the eleventh consecutive term. Pledges of \$38,160 for the conduct of a broader Sunday school work in the state were announced. John Wannamaker of Philadelphia, honorary president, contributed \$5,000 and President Housh contributed \$2,500. Most of the remainder was in small personal contributions.

Pittsburg was chosen as the next place of meeting.

FLAG IS STOLEN

Foster (Hitchfield) Banner Disappears After Celebration.

Foster Hitchfield is indignant over the theft of a big American flag which he had noticed above a shop on North Third street. The flag was torn down some time Tuesday night or Wednesday morning at the company D house had a flag.

City Detective J. J. Allen has been working on the case, and is ready to make arrests, it is said. Foster says he considers the person who tears down the American flag, the very "meanest man" he has ever met who prosecutes if the flag is retained.

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By-Product Plant Buys Coal.
The Kentucky Solvay Coke Company, Hellen, Ky., has purchased from the Big Sandy Company of Boston the fee to about 3,000 acres of Elkhorn coking coal, which was under lease from the Big Sandy Company to the Elkhorn Consolidated Coal & Coke Company.

The Trumbull Company, Warren, Ohio, will build an egg-beating plant

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UNIONTOWN, PA.

1. The first step in the process is to identify the problem or issue that needs to be addressed. This involves gathering information and understanding the context of the problem.